

# NEW RIVER BRIDGE

CONNECTING MISSOURI & ILLINOIS

## PLACING FINAL TOUCHES



An ironworker ties together reinforcing steel for the barrier that separates eastbound and westbound traffic.

After placing the final major piece of steel in late July, crews have continued to work on the final touches on the Stan Musial Veterans Memorial Bridge.

In the past three months, crews have placed the reinforcing steel and concrete for the outside barrier wall and the wall between the eastbound and westbound traffic lanes. They have also finished patching the towers, from where various pieces of equipment were attached to the tower legs.

There is still a great deal of work to do to wrap up construction and prepare the bridge for traffic. Currently, the team is working on painting towers and placing a two inch latex concrete driving surface on the bridge. Crews are also installing the electrical conduits.

Workers also have to install lighting, striping and signing before the bridge is ready to open for traffic in early 2014.

“We are working with our partners to determine when we will be able to open the bridge to traffic, and what we will do to ensure this day is appropriately memorable,” said Randy Hitt, project director.

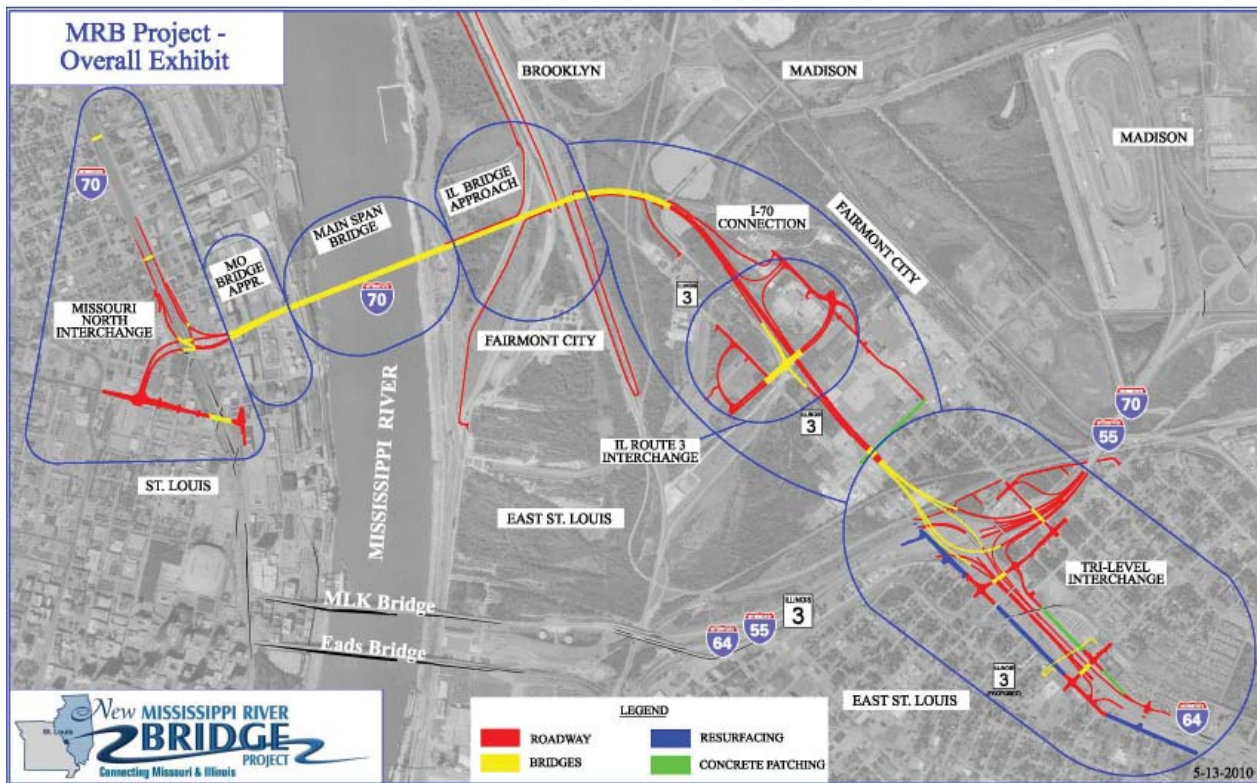
### WHAT'S NEW ON THE WEB

- See the latest images on the construction camera
- See the latest DBE and workforce numbers
- See aerial photos of work on the main span and Illinois construction

See more at [www.newriverbridge.org](http://www.newriverbridge.org)

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## PROJECT UPDATE

### MAIN SPAN AND MISSOURI APPROACH

Crews are continuing to work on the final touches for the main span. Over the past few months, they have been constructing the roadway barriers, patching the towers and roadway and working on placing the expansion joints. Over the next several weeks, they will be placing the two-inch driving surface on the bridge, completing painting and electrical work. The bridge is on track to be open to traffic in early 2014.

There will be a public event to officially open the Mississippi River Bridge project, to include the Stan Musial Veterans Memorial Bridge. What day that is, and what it will entail is still being determined. More information on the public event will be released when available.

The Missouri Approach is complete.

### MISSOURI NORTH INTERCHANGE

Crews have finished construction on the Missouri North Interchange. They opened the ramp from eastbound I-70 to Tucker Boulevard in late September.

The remainder of the interchange remains closed until the bridge opens in early 2014.

### ILLINOIS APPROACH

Construction work for the Illinois Approach is complete

### I-70 CONNECTION AND TRI-LEVEL INTERCHANGE

Construction projects along the relocated I-70 corridor and the tri-level interchange are nearly complete. Crews have finished constructing the curved bridge over the railroad tracks and the 1st Street Bridge. Work is nearly complete on the Route 3 bridges and all the pavement is down on the new I-70 mainline. Crews are still continuing to work on building shoulders, signing and lighting on the projects.

Work continues on the relocated I-70 bridges, with crews constructing parapet on the westbound bridges and finishing the deck and parapet on the eastbound bridges. The roundabout at St. Clair Avenue is completed, and crews are continuing the work to resurface the interstates around the tri-level interchange.

The two roundabouts on 9th Street and Baugh avenues are complete.

# OFFICIALS OPEN NEW RAMP TO TUCKER

## NEW CONNECTION OPENS BEFORE RAMS HOME GAME

Federal, state and local officials cut the ribbon to open a new ramp between eastbound I-70 and Tucker Boulevard in downtown St. Louis City.

The new ramp opened just hours before the St. Louis Rams hosted the San Francisco 49ers. Since the Broadway ramp into the city must close due to National Football League security requirements, the new ramp gave fans an additional way to get into downtown.

“As we were designing the Park Over the Highway project, we knew we needed to include additional access into St. Louis City. This ramp, when combined with the city’s Tucker Boulevard renovation makes a great new way to get to the heart of downtown,” said Randy Hitt, Mississippi River Bridge project director.

By partnering with the city and constructing the ramp, the department was able to eliminate a wall from the Missouri interchange project. By building the ramp instead of the wall, the department was able to save about \$200,000.

“This project involved partnering and innovation -- two things that will be critically important in the future if we are to be able to spread our



**Local, state and Federal officials cut the ribbon officially opening the ramp from eastbound I-70 to Tucker Boulevard in St. Louis City on September 26.**

limited resources to deliver as many of the projects that Missourians want as possible,” said Kathy Harvey, MoDOT assistant chief engineer.

“MoDOT will be challenged in the future to deliver projects like this. Our construction budget has fallen from \$1.2 billion per year to about \$700 million. That’s enough to maintain our system but allows us to do little else. “

The city’s renovation of Tucker Boulevard was spurred in part by about \$17 million in American Recovery and Reinvestment Act funding. The city has spent the

last few years making significant improvements to the flow of Tucker Boulevard. The city’s work has included completing pavement and sidewalk work along the route between the Mississippi River Bridge project and I-64.

“The Tucker project has been in the making for quite a long time. It’s a beautiful, sustainable street. Landscaped medians. New lighting. New sidewalks. And just a great new entrance into downtown St. Louis,” said Richard Bradley, president of the St. Louis City Board of Public Service.

# PUTTING ON THE FINISHING TOUCHES



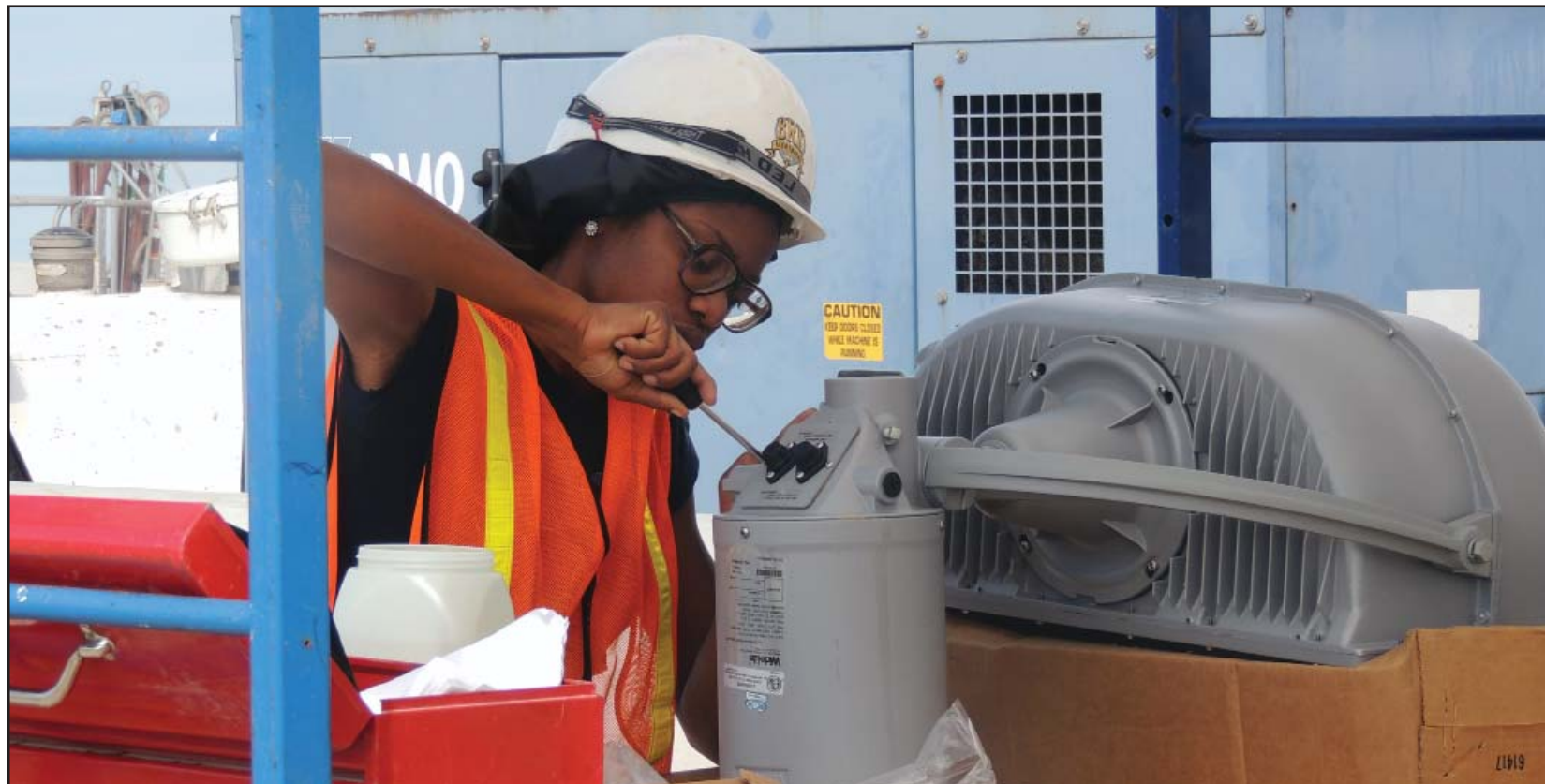
Ironworkers tie the steel for the concrete barrier across the middle of the bridge.



Concrete crews build the middle barrier using a process called slip forming.



Concrete is forced inside and around the steel to form the middle barrier.



An electrician assembles equipment for the bridge lighting.



Crews work in Illinois finish the construction connecting existing interstates to the bridge.

# ILLINOIS CONSTRUCTION NEARLY FINISHED

Over the past six months, Illinois commuters have experienced significant traffic impacts as crews have been working on the connections between the interstates and the new Stan Musial Veterans Memorial Bridge.

Work in Illinois is nearly complete, and most of the major impacts to the roadway should end by mid- to late December.

“Our crews have been dedicated to getting the construction in Illinois completed on time, accurately and most importantly, in a safe manner for all workers, motorists and pedestrians,” said Jeff Church, Illinois Department of Transportation project implementation engineer.

This past September, there were a number of lane restrictions along with ramp and road closures that had an impact on the traveling public. IDOT and its team of contractors worked to minimize delays associated with the work and in some cases provided the contractor with incentives to get the work completed ahead of schedule. Below are a few details of the work that was recently completed.

**September 9:** Crews completed a new entrance ramp at 9<sup>th</sup> Street and the Baugh Avenue Roundabout to access northbound I-55 and eastbound I-70. The new ramp provides much safer access to both interstates and gives drivers more room to merge into traffic.

**September 10:** Workers closed the loop ramp from St. Clair Avenue to northbound I-55/eastbound I-70.



**Construction crews rebuild the ramp at eastbound I-64 in Illinois.**

Instead of using this ramp, drivers will now enter the interstate using the new ramp at 9th Street and the Baugh Avenue roundabout.

### **September 13 - September 23:**

The construction team closed the ramp from I-55/I-70 to eastbound I-64 to rebuild the ramp. The work was necessary to connect the new ramps from relocated I-70 to eastbound I-64.

### **September 20 - September 22:**

Westbound I-55/70 was closed from Illinois Route 203 to the I-55/70/64 split in East St. Louis in order to remove and replace the driving surfaces on the existing lanes.

**October 2:** The ramp from Illinois Route 3/St. Clair Avenue to westbound I-55/64 was temporarily closed in order to be reconstructed.

The ramp is tentatively scheduled to reopen by the end of October. Once completed, motorists traveling northwest on Illinois Route 3/St. Clair Avenue will be able to access the ramp to westbound I-55/64.

**Mid October:** Sometime in October, IDOT is considering a closure of eastbound I-64 from Illinois Route 111 to the merge with I-55/70 to replace the driving surface.

“We are trying to minimize the impact of this closure on fans heading to Cardinal post-season games. If the Cardinals continue to be successful through the post-season, we are considering completing this project during non-peak traffic hours with lane closures,” said Church.

# NEW BRIDGE IS JUST FIRST STEP

As the Mississippi River Bridge project went through design and construction, a common concern among drivers was that the new bridge fixed part of the problem.

A bigger problem, they stated was the flow of traffic between the Congressman William L. Clay Sr Bridge (commonly known as the Poplar Street Bridge) and I-55.

“We’ve always considered the new I-70 bridge as one part of the overall solution to congestion heading from Illinois into downtown. We knew that once the new bridge opened, we had to make some improvements to the Congressman Clay Sr. Bridge to improve traffic flow,” said Randy Hitt, Mississippi River Bridge project director.

At nearly 50 years old, the Congressman Clay Sr. Bridge needs significant preventative maintenance to keep it in optimal condition. That includes the ramps to and from the bridge which need to be replaced as part of on-going roadway maintenance. The existing ramps, especially those between the bridge and I-55 are very tight and require traffic to slow to below interstate speeds.

Since the ramps need to be replaced, the Missouri Department of Transportation wants to make sure that it makes as many improvements to the flow of traffic as possible during this work to improve the flow and safety of the traffic coming across the bridge. To minimize the impact to traffic, the department wanted to complete the new bridge and then make the necessary changes to the Congressman Clay Sr. Bridge.



**After the new I-70 bridge opens, work starts on improving ramps on the Congressman William L. Clay Sr. Bridge, commonly known as the Poplar Street Bridge.**

Design work for this is currently underway and will be completed in early next year. As part of that design process, MoDOT will share its staging plan with Illinois drivers before the end of the year in a public meeting. The date, time and location of that public meeting is yet to be determined.

“We have worked hard with the Illinois Department of Transportation and regional leadership to come up with the optimal solution that benefits the region, and meets as many traffic needs as required. We know what the solution is, but putting that solution into effect will impact many of our daily commuters. We want to work with them so they understand their options and impacts during this major improvement project,” said Hitt.

MoDOT is replacing three of the four ramps between the Congressman Clay Sr. Bridge and interstates in downtown St. Louis. The fourth ramp – from existing eastbound I-70 to the Congressman Clay Sr. Bridge – must be removed to make room for the safety improvements to another ramp.

Construction includes:

- A two-lane ramp from the Congressman Clay Sr. Bridge to existing westbound I-70 (which will become eastbound I-44 after I-70 moves to the new bridge). One lane will lead to Walnut Street, which is being rebuilt in early 2014 as part of the CityArchRiver2015 project. One lane leads to eastbound I-44. This is scheduled to start in mid-2014.

- A two lane ramp from the Congressman Clay Sr. Bridge to southbound I-55. This will be built in 2015.

- A connecting ramp, built by IDOT, from the Martin Luther King bridge to westbound I-64 in East St. Louis. This will give a direct connection to Illinois Route 3. This is scheduled for 2015.

- A two-lane ramp from northbound I-55 to the Congressman Clay Sr. Bridge. Construction of this ramp will include work to add another eastbound lane on the bridge and to extend the ramp from 6th Street across the bridge to Illinois Route 3. This work is set for 2016-2017.



An aerial shot toward the Illinois towers during painting and overlay work.

FIND MORE INFORMATION ON THE BRIDGE AT [WWW.NEWRIVERBRIDGE.ORG](http://WWW.NEWRIVERBRIDGE.ORG)

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